



December 15, 2005

TO: Transportation Authority of Marin Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: AB-434, 40% Fund, Fiscal Year 2005/2006 Transportation Funds for Clean Air (TFCA) - Bay Area Air Quality Management District (BAAQMD) – New Proposed Project (05MAR08) from the Town of Fairfax, Item 5d

Dear Commissioners:

Executive Summary

The Town of Fairfax has a shortfall in their pedestrian/bicycle project and requests TAM allocate a portion of TAM's unallocated TFCA funds for the project to award a contract. This request was discussed at the Executive Committee on December 7, and the Committee voted 5-1 to recommend the allocation.

On April 28, 2005, The Transportation Authority of Marin Commissioners approved 7 projects as listed below:

Approved Projects: FY 2005/2006

Project No.	Sponsor	Project Title	TFCA\$ 40% Requested	Total Project Cost	Project Score
05MAR01	Bolinas CPUD	Bolinas CPUD Land Bicycle Path	\$40,000	\$40,000	75
05MAR02	GGBH&TD	Bike Racks on Golden Gate Transit Buses	\$60,000	\$300,000	75
05MAR03	Marin County CDA	Fireside Smart Growth Development	\$200,000	\$300,000	71
05MAR04	Marin Co. Transit District	Ride & Roll: Students Ride Free on Golden Gate Transit	\$98,800	\$580,000	68
05MAR05	City of Novato	Commuter Bike Connection-South Novato to Entrada Drive	\$200,000	\$779,920	63
05MAR06	Marin County	Video Conferencing Network	\$67,243	\$67,243	63
05MAR07	Marin County	Los Ranchitos Road Class II Bikeway	\$160,000	\$877,424	60
		Total	\$826,043	\$2,304,587	

All projects submitted were funded. Your approval of the above projects created an unallocated amount of **\$249,505** for future programming.

The Town of Fairfax received a grant from CALTRANS Safe Routes to School (SR2S) Funding of \$411,791 to construct a new pedestrian/bicycle bridge adjacent to the Manor Circle Bridge, and construct a new sidewalk from Marin Road to Olema Road. The total shortfall of this project is

Making the Most of Marin County Transportation Dollars

\$159,037. The Town of Fairfax requests TAM allocate TFCA 40% Funds for this project, otherwise the Town will lose the SR2S Funding. This proposed project has a project score of 84, which would be the most effective project of this Fiscal Year.

At the Executive Committee meeting on December 7, the Committee voted 5-1 to support the allocation. Chair Kinsey, while fully supportive of the project, preferred a funding strategy that combined TFCA funds with Measure A or another source.

Recommendation:

1. Approve proposed project 05MAR08 for the Town of Fairfax. Your approval of the above project creates an unallocated amount of **\$90,468** for future programming.
2. Adopt the attached Resolution authorizing submittal of this proposal for AB 434 funds.

Attachments: Resolution No. 2005-17 (1 page)
 Summary Information (4 pages)
 Cost Effectiveness Work Sheets (1 page)

cc: Applicant Andrea Gordon

RESOLUTION No. 2005-17

**RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM)
AUTHORIZING SUBMITTAL OF PROPOSALS, TFCA 40%, AB-434 FUNDS**

WHEREAS, the State of California enacted the California Clean Air Act of 1988 requiring Air Districts to adopt, and cities and counties to implement certain transportation control measures in order to improve air quality; and

WHEREAS, the County and cities of Marin County have, in response to the aforementioned State legislation, created the Transportation Authority of Marin to serve as the county congestion management agency; and

WHEREAS, the County of Marin and the Cities of Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, and Tiburon, representing a majority of Marin cities and population, originally designated the Marin Congestion Management Agency as the "Program Manager" for AB-434; and

WHEREAS, it is determined that a project to construct a new pedestrian/bicycle bridge adjacent to the Manor Circle Bridge, and construct a new sidewalk from Marin Road to Olema Road, are the most appropriate and cost-effective strategies currently available within the county for reducing motor vehicle emissions;

NOW, THEREFORE, BE IT RESOLVED that the Executive Director of the Transportation Authority of Marin (TAM) is authorized to submit proposals and carry out the projects related to AB-434.

PASSED AND ADOPTED this 15th day of December 2005, by the following vote, to wit:

AYES: Belvedere, Corte Madera, Fairfax, Larkspur, Marin County, Mill Valley, Novato,
Ross, San Anselmo, San Rafael, Sausalito, Tiburon.
NOES: None
ABSENT:

Steve Kinsey, Chair
Transportation Authority of Marin

Attest:

Dianne Steinhauser, Executive Director

SUMMARY INFORMATION

Program Manager Name: Transportation Authority of Marin (TAM)

Contact Person: Dianne Steinhauser Phone No.: (415) 507-2714

Address: P.O. Box 4186 San Rafael, CA 94913-4186

Signature: _____ Date: _____
Executive Director

PART A: NEW TFCA FUNDS

1. Estimated FY05/06 DMV revenues as reported by BAAQMD. Line 1a: \$ 355,354
Adjustment between FY04/05 estimate and actual revenue. Line 1b: \$ 6,809
Estimated FY04/05 DMV revenues: Line 1c: \$ 351,000
Actual FY04/05 DMV revenues: Line 1d: \$ 357,809
(Line 1d minus Line 1c equals Line 1b)
2. Interest income. Show interest earned on TFCA funds in calendar year 2004. Line 2: \$ 34,943
3. Total new TFCA funds. Add Lines 1a and 1b. Line 3: \$ 362,163

PART B: UNALLOCATED TFCA FUNDS

4. Total unallocated funds from previously funded projects and funds that have not been allocated to projects that are available for programming to new projects. Line 4: \$ 696,550
Enter zero (0) if there are no unallocated funds. Include TFCA funds available due to project cancellation or projects completed under-budget, and funds not previously allocated. **Complete and attach Summary Information Addendum.**

PART C: TOTAL AVAILABLE TFCA FUNDS

5. Add Lines 2, 3 and 4. Line 5: \$ 1,093,656

PART D: FY05/06 TFCA ALLOCATIONS

6. Total TFCA funds budgeted for administration. Line 6: \$ 18,108
(Note: Line 6 cannot exceed 5% of Line 3.)
7. Total TFCA funds allocated to new projects. Show the total of all TFCA funds allocated to new projects as shown on the attached project information sheets. Line 7: \$ 985,080
8. Total allocations. Add Line 6 plus Line 7. Line 8: \$ 1,003,188
(Note: Line 8 should not exceed the amount on Line 5.)

PART E: UNALLOCATED FUNDS

9. Total unallocated funds. Subtract Line 8 from Line 5. Enter zero (0) if all available funds are allocated to new projects. Line 9: \$ 90,468

Governing Board Resolution:

Attach a copy of the resolution adopted by your Governing Board authorizing the distribution of the above funds. The resolution should state that the projects included in this expenditure program are the most appropriate and cost-effective strategies currently available within the county for reducing motor vehicle emissions. All proposed expenditures must be consistent with the *Clean Air Plan* and Section 44241(b) of the California Health and Safety Code.

F:\TAM\15. CMA Funding Progrm\15.04 Regional Program\15.04.03 TFCA\FY 2005-2006\MAR-05APP-2nd.DOC

PROJECT INFORMATION

- A. Project Number: 05MAR08 B. Project Sponsor: Town of Fairfax /DPW
- C. Project Contact: Debra Sue Johnson, Public Works Director D. Contact Phone #: (415) 453-0291

E-mail: publicworks@townoffairfax.org

E. Project Title: Manor Circle Safe Routes to Schools ped/bike Bridge and Sir Francis Drake Blvd Sidewalk from Marin Road to Olema Road

F. TFCA \$ Allocated: \$159,037. G. Total Project Cost: \$ 628,500

Other Funding:	Amount	Source
	<u>\$469,463</u>	<u>Safe Routes to Schools and Local Funds</u>

- H. Project Description: (Include information regarding what, how many, frequency, location, expectations, size of target population, etc. as appropriate. Background information or justification should be brief.)

This project will construct a new pedestrian/bicycle bridge adjacent to the Manor Circle Bridge and construct a new sidewalk along the southwest side of Sir Francisco Drake Blvd. from Marin Road (Manor Circle) south to Olema Road (approximately 825 LF).

In preliminary surveys, Manor school had 72% of its students arriving by car, with 14% waling and 11% biking, according to the student surveys taken at the school. Over 80% of students at St. Rita's school arrive by car with only 8% walking and 4 percent biking. Parents surveyed expressed fears for their children's safety, mostly pertaining to speeding cars, unsafe crosswalks and lack of sidewalks and bike lanes. If these conditions were resolved 30-50% of the respondents said they would allow their children to walk or bike to school.

Parents also responded favorably to the idea of having other adults escort the children to school. On October 4, 2000, Manor, St. Rita's Cascade Canyon and Brookside schools staged events for International Walk to School Day forming "bike trains" and "walking buses" from all over town to converge on the schools. Sixty seven percent of Manor's student body participated, 50% of St. Rita's and almost 100% of Cascade Canyon. Manor and St. Rita's have been holding regular Walk/Bike days since that time. There have also been contests and safety training in the classroom. A contest was held by Manor school in November and December of 2000 with 30% participation. The Frequent Rider Miles Contest is currently ongoing at Manor and St. Rita's Schools and a raffle will be held in June.

Traffic Counts at Manor School taken in April saw a 26% reduction in traffic on Walk to School Days which are held weekly. The same week found that 48% came by car, 18% walked, 15% biked and 19% carpooled. This demonstrates that a significant shift in behavior can occur when a safe environment is provided.

- I. Project Schedule: Start Date (mo/yr) February 1, 2006 Final Report Due Date (mo/yr) December 30, 2007
- J. Final Report Content: Complete and submit Project Monitoring Form 1

- K. Attach copy of cost-effectiveness worksheet. Cost-effectiveness worksheets are not needed for the following project types: electric vehicle charging infrastructure; natural gas vehicle fueling infrastructure; clean air vehicle passenger cars, pick-up trucks, and vans with a GVW of 10,000 lbs. or less; clean air buses, heavy-duty trucks, and street sweepers.
- L. Comments (if any):

In March, 2000, the Fairfax Town Council approved the creation of a Safe Routes to Schools task force as a subcommittee of the Bicycle and Pedestrian Advisory Committee. Its charge was to develop a Safe Routes to Schools program for the Town of Fairfax. The Task Force was funded in January, 2001 as part of a \$25,000 Safe Routes to Schools grant received by the Town of Fairfax from the California Department of Health Services. Fairfax is one of ten communities chosen by the State of California to conduct a pilot program in developing a consensus plan for creating safe routes to schools. Fairfax schools have also been included in the Marin County Safe Routes to Schools Demonstration Project funded by the Marin Community Foundation.

A coalition of community representatives convened including representatives from the town council, public works and police department, a representative from the Library, neighbors and parents from Manor, St. Rita's, White Hill, Brookside, and Cascade Canyon schools. The task force developed and implemented a survey in the two main schools: St. Rita's and Manor gathered accident statistics, and did a preliminary assessment of the routes to schools. The Task Force has been meeting monthly over the past year and has studied the streets of Fairfax to determine the best routes to schools and to identify problems within those routes. The most common problem facing Fairfax students is a lack of continuous sidewalks or inadequate sidewalks.

Following the data of the preliminary surveys... there are currently 1,113 students attending the four schools in the vicinity of this project. If 30-50% of the parents would allow their children to walk or bike we would see a reduction of 333 (30%) to 556 (50%) trips.

However, based on actual traffic counts that took place at the schools they witnessed a 26% reduction in school related vehicular traffic, in which case we would see a reduction of approximately **289 trips**.

I believe that this project will also reduce short downtown trips and commuter traffic trips on Sir Francis Drake Blvd. A conservative calculation for the trip reduction would be 0.1% of the Sir Francis Drake Blvd 18,000 ADT which would be **180 trips**.

Note: Not including the project information of 05MAR01 through 05MAR07. For these information, see file MAR-05APP.DOC)

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS															
2	<i>Only make entries in shaded areas.</i>															
3																
4	General Project Information															
5																
6	Project Sponsor:			Town of Fairfax/DPW			Date Created:			1-Dec-05						
7	Project Title:			Manor Circle Safe Routes to School			Application #:			05MAR08						
8	Project Sponsor Contact:			Debra Sue Johnson, DPW Director			Project Type Code:			9b						
9	Project Sponsor Phone #:			(415) 453-0291			Calculated by:			D. Johnson						
10	Project Sponsor Address:			142 Bolinas Road			Project Sponsor E-mail:			publicworks@townoffairfax.org						
11							Project Sponsor City/Zip:			Fairfax CA 94930						
12																
13	Emission Reduction Calculations															
14	Step 1 - Emissions for Eliminated Trips															
15	A	B	C	D	E	F	G	H	I	J						
16	# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VTM	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust & Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)	Total ROG, NOx & PM Emissions (gr/yr)						
17	578	180	1	104,040	113,924	68,250	3,017	21,328	43,976,632	185,191						
18				0	0	0	0	0	0	0						
19				0	0	0	0	0	0	0						
20	Total			104,040	113,924	68,250	3,017	21,328	43,976,632	185,191						
21																
22	Step 2 - Emissions for New Trips to Access Transit /Ridesharing															
23	A	B	C	D	E	F	G	H	I	J						
24	0	0	0	0	0	0	0	0	0	0						
25				0	0	0	0	0	0	0						
26				0	0	0	0	0	0	0						
27	Total			0	0	0	0	0	0	0						
28																
29	Step 3A - Emissions for Medium Duty Shuttle															
30	Enter in Column D - Vehicle GVW 2=8,501-10,000, 3=10,001-14,000															
31	For Shuttles 1=5,751-8,500, 2=8,501-10,000, 3=10,001-14,000															
32	For Vanpools 1=5,751-8,500, 2=8,501-10,000, 3=10,001-14,000															
33	Enter in Column E (Emissions Rating) 2=Post-1994 diesel with CARB verified, Level 3 (85%) filter; 3=Post-1994 diesel with CARB verified, Level 3 (85%) + NOx filter; 4=Post-1994 diesel with CARB verified, Level 1 (25%) filter; 5=Post-1994 diesel with CARB verified, Level 2 (50%) filter; 6=1989-1994 gas; 7=LEV; 8=ULEV; 9=SULEV; 10=ZEV															
34	For Vanpools 1=Baseline default, 7=LEV, 8=ULEV, 9=SULEV, 10=ZEV															
35																
36	A	B	C	D	E	F	G	H	I	J	K	L				
37	# Vehicles	Engine Year, Make, & Model	Retrofit Device Name	Vehicle GVW	Emissions Rating	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Tailpipe PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)	Total ROG, NOx & PM Emissions (gr/yr)				
38				1	1	0	0.00	0.00	0.00	0.00	0.00	0				
39				1	1	0	0.00	0.00	0.00	0.00	0.00	0				
40				1	1	0	0.00	0.00	0.00	0.00	0.00	0				
41	Total			0	0	0	0	0	0	0	0	0				
42																
43	Step 3B - Emissions for Buses															
44	Bus Type - Diesel Bus with CARB verified, Level 3 (85%) filter: 1 = 1994/95, 2 = 1996-2001, 3 = 2002, 4 = 2003, 5 = 2004															
45	- Diesel Bus with CARB verified, Level 3 (85%) + NOx reduction filter: 6 = 1994/95, 7 = 1996-2001, 8 = 2002, 9 = 2003, 10 = 2004															
46	- Diesel Bus with CARB verified, Level 1 (25%) filter: 11 = 1994/95, 12 = 1996-2001, 13 = 2002, 14 = 2003, 15 = 2004															
47	- Diesel Bus with CARB verified, Level 2 (50%) filter: 16 = 1994/95, 17 = 1996-2001, 18 = 2002, 19 = 2003, 20 = 2004															
48	- Gas Bus 21 = 1989/90, 22 = 1991-1993, 23 = 1994/95, 24 = 1996-2001, 25 = 2002, 26 = 2003, 27 = 2004															
49	- Alternate Fuel Bus (CNG, LNG, or hybrid-electric) NOx certification level 1.5 g/bhp-hr = 28, 1.8 g/bhp-hr = 29, 2.0 g/bhp-hr = 30, 2.5 g/bhp-hr = 31															
50	- Electric Bus = 32															
51	A	B	C	D	E	F	G	H	I	J	K					
52	# Vehicles	Engine Year, Make, & Model	Retrofit Device Name	Bus Type	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Tailpipe PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)	Total ROG, NOx & PM Emissions (gr/yr)					
53				1	0	0.00	0.00	0.00	0.00	0.00	0					
54				1	0	0.00	0.00	0.00	0.00	0.00	0					
55				1	0	0.00	0.00	0.00	0.00	0.00	0					
56	Total			0	0	0	0	0	0	0	0					
57																
58																
59	Cost Effectiveness Results															
60	1. VMT Reduced		Annual		Lifetime		Miles									
61	2. Trips Reduced		104,040		2,080,800		Trips									
62	3. ROG Emissions Reduced		0.13		2.51		Tons									
63	4. NOx Emissions Reduced		0.08		1.50		Tons									
64	5. PM Emissions Reduced		0.03		0.54		Tons									
65	6. CO2 Emissions Reduced		48.4		968.6		Tons									
66	7. Emission Reductions (ROG, NOx & PM)		0.23		4.55		Tons									
67	8. TFCA Project Cost - Cost Effectiveness (ROG, NOx & PM)				\$34,962		/Ton									
68	9. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM)				\$30,899		/Ton									
69	* Weighted PM 10 means that tailpipe PM emissions have been multiplied by factor of 10, consistent w CARB methodology for Carl Moyer Program, to reflect the negative impact of tailpipe PM on public health.															

Cost Effectiveness Inputs	
# Years Effectiveness:	20
Total Project Cost:	\$628,500
TFCA Cost 40%:	\$159,037
TFCA Cost 60%:	\$0
Total TFCA Cost:	\$159,037

Notes
If the project involves filters, does the Air District purchase at least one of them? Yes No If yes, PM Fund sponsors must also do monitoring form #5.
Instructions for Steps 1, 2, 3:
Step 1: Data for vehicle trips that project will eliminate: Enter # one-way trips reduced per day (one round trip = 2 one-way trips), # days per year, and average one-way trip length in Columns A, B, and C Note: Clearly explain your assumptions.
Step 2: Data for vehicle trips to access transit or vanpool: This step accounts for the short access trips from home to transit station or vanpool pick-up point (e.g. Park & Ride lot).
Step 3: Data for shuttle or vanpool trips: Use Step 3A for medium duty vehicles * Enter Gross Vehicle Weight category in Column D Ensure that Shuttles only use "2" or "3". Vanpools should be "1" * Enter emissions ratings in Column E Note that different emission ratings are available to shuttles versus vanpools. * Enter "1" in Columns D & E and "0" in Column F if you do not have a vehicle to enter in one of the rows. * Enter in Column F total annual miles for all the shuttle/ vanpool vehicles
Use Step 3B for buses: * In Column D, enter the proper number (1 through 27) that corresponds to the bus that will be used. * In Column E enter the combined total annual miles for all the * Enter "1" in Column D and "0" in Column E if you do not have in one of the rows.

Scoring	
Criteria	Points
1. TFCA Funding Effectiveness	54
2. Other Project Attributes	15
3. Clean Air Policies & Programs	10
4. Disadvantaged Communities	
5. Promote Alternative Transportation Modes	5
Total	84